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THE PORTUGUESE IN THE TRACK OF COLUMBUS.

BY

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VI.

NAMES OF PARTICULAR INTEREST.

Because they are expressed in clear and distinct letters the reading of the twenty-two names hitherto discussed presented no difficulties. Much the greater portion of them was susceptible of interpretation and found to be derived from impressions and incidents which the navigators received and noted down.

Among these twenty-two names, however, there are some which are worthy of still closer discussion, because it seems probable that they may be brought into a most effective relation to the substance of the expedition itself, and may, therefore, contribute to the solution of our problem. We mean the two proper names of *Martinho* and *Don Diego*.

With regard to the name *Martinho* attention must be called to the fact that it was not meant for the saint in the calendar, and that, consequently, it was not intended to note the day of discovery. We have not to deal with a San Martinho, but evidently with a Don Martinho, with the proper name, therefore, of a person well known to the mariners, a man whose memory they wished to preserve, and to whom, for reasons

of their own, they particularly desired to do honor at this time.

If we look to Portugal and to a man then living who bore this name and deserved such a commemorative distinction, it is but natural that we should be reminded of *Don Martin de Noronha*, the cavalier of honor so often mentioned by Columbus. It was Martin de Noronha who, by the order of King Joam, came to Lisbon to tender the royal invitation to Columbus; it was he who presented him at court in Val de Paraiso; he it was who in all Columbus's movements remained by his side as an obliging and watchful companion. These facts alone would suffice to prove that Don Martinho was a person of the highest distinction; and when we come to examine the Portuguese records, we find that his ancestors had for generation after generation been invested with the highest dignities of the kingdom, and that these were still held by members of his family in the time of Columbus. The Noronhas were blood relations of King Joam. Their ancestor, Don Alfonso, a Conde de Gijon y Noronha and son of King Henrique II of Castile, had been married in 1378 to Isabel, the daughter of King Fernando de Portugal. What particular rank Don Martin occupied at the king's court the Book of the Grandees* does not tell. It states only that Don Martin became the founder of a new line of his illustrious family, that of Angeja, which is still flourishing to-day.

In like manner it will be easy to bring the other proper name, that of *Don Diego*, into connection with

* See Gaetano de Souza, *Memorias hist. e genealog : Dos Grandes de Portugal*, Lisboa, 1755, page 83. Genealogical hist. of the Noronhas.

that person in whose palace Columbus after his first audience was invited to pass the night, *Don Diego de Almeida*, the rich prior of Crato of the Order of St. John, the chief master of the royal hounds and castellan of Torres Novas.* The people knew him as a kindly gentleman and the king's intimate friend. The glory of his family dated from the day on which his ancestor, Payo Gutierrez, in the reign of King Sancho I. had taken from the Moors the stronghold of Almeida. Don Diego was also the brother of Don Fernando, the admiral, who at the time of Columbus's return from the West was waiting in Madeira with a fleet for orders to start on an expedition. Finally, that both Don Martinho and Don Diego must have stood in high estimation with the king is clearly shown by the circumstance that we find their names among those of the four witnesses who signed King Joam's testament.† When, therefore, an opportunity presented itself for erecting a flattering memorial on this far-off western coast to persons of distinction connected in a certain way with its discovery, the names of these two grandees must have suggested themselves before any others.

In connection with these two names another strange circumstance is worthy of mention. We find the names of the two courtiers wanting on the three maps of later date than that of Cantino. Neither Ruysch nor the Ptolemy of 1513 gives the names of Don Martinho and Don Diego, while Schoener has that of Don Diego but omits Martinho. We know that King René of Lor-

* *The same*, page 266, that of the *Almeidas*.

† *Provas d. l. Hist. gen. da Casa Real Portuguesa*, by the same, Lisboa, 1742, Tom. II, pag. 175.

raïne, who liberally contributed the great expenses for the editions of Ptolemy of 1508 and 1513, had received copies of a Portuguese marine chart through the agency of Amerigo Vespucci. Is it not possible that this busybody of a geographer, who stood under great obligations to the crown of Portugal, took care to suppress these two names? May they not even have been erased from the original map which is said to have decorated King Emanuel's study? It is not difficult to understand that it might have been wished to destroy everything connected with that ugly affair of 1493, and that the two grandees might have thought it unbecoming to have their names paraded on the chart. It is unnecessary, perhaps, to dwell upon these natural suspicions, when we take into account the errors traceable to copyists, with their disposition to spare themselves labor and time, even at the expense of correctness.

Besides these two Portuguese proper names two others inscribed on this tract of coast, *Coruejo* and *Canfuze*, attract our attention. As already said they defy translation. The spelling of them differs on the three later charts, and this suggests that the copyists must have found great difficulty in interpreting the reading of the original charts. The names are conspicuous also for their lack of qualifying words such as *rio*, *golfo*, *cabo* or *punta*. On all these grounds taken together, as already observed, it seemed best to look upon them as words or names expressed in the Portuguese language, but picked up from the mouth of the indigenous people of this coast.

As to the word *coruejo* or *cornejo* let us say at once that we do not see in it the word *Conil* proposed in-

geniously enough by two eminent geographers.* It will be learned from the quotation below, that both these writers concur in the opinion, well grounded and clearly set forth, that the representation of this coast, as given by Ruysch and his followers, is nothing else than the continuation of the coast of Darien and Honduras, and that it presents, therefore, in a manner the outline of the peninsula of Yucatan; an opinion, which with us has ripened into a firm conviction. Humboldt and D'Avezac had not, as we at this day have, the good fortune to be able to consult the original copy of the three often named editors. They followed Schoener's (1520) suggestive spelling of *coniello* and on the ground that all subsequent maps, up to this day, show at the corresponding place the name of *Conil*, they quite naturally inclined to merge the one name in the other. Although the detection of a name, apparently of native origin, would eminently suit the purposes we have in view, there are strong

* A. v. Humboldt, *Examen crit. d. l. géogr. d. Nouv. Continent*, Paris, 1837, Tom. II, page 6, and the same, *Relation historique*, Tom. II. p. 706.—Mr. d'Avezac, *Les Voyages d'Améric Vespuce*, in *Bull. d. l. Soc. d. Géographie*, Paris 1858, Tome 16, page 182: "Peut-être même encore le mot de *Coniello* est-il une altération sous laquelle se laisserait deviner le nom actuel de *Conil*, entre le Cap Catoche et le rio de Lagartos." On the same page: "mais où nous ne saurions voir, avec A. v. Humboldt, que la presque île de Yucatan."—Schoener's globe, 1520, was the last that gave the coast west of Cuba the long-stretched form as represented in the Portuguese chart. Later on, (after 1520), all the charts begin to show the body of Yucatan in its genuine peninsular shape, and to put the names of *Conil*, *rio de lagartos*, *punta delgada*, *Campeche* and *cabo del incontro (pelea)* in the places and in the succession in which we read them on the Portuguese chart. This fact alone, even if other evidence were wanting, would suffice to prove that the later Spanish navigators were guided by good copies of the Portuguese Marine map, showing on its face the triangular form of the peninsula. As to *Conil*, we entertain grave doubts of its being a native name. No place or village of this name is found nor does any tradition point to its existence on the soil of Yucatan. We rather think the name was given by the Portuguese mariners to this spot on account of some peculiar feature resembling port Conil on the other side of the ocean.

reasons to keep us back from falling into line with the two savants. We argue that if the first explorers had met at this place with a settlement called *Conil*, they would have put it on paper in this form, whereas each of the four readings gives it an additional ending of respectively: *ejo* (*eyo*) *eo*, *tiello* and *iello*. If any emendation of the word *cornejo* is to be risked, these syllables must be taken into account. If we suppose that the little dot or tail beneath the *z* has been omitted [*r g*] so as to change *r* into its graphic cognate *x*, the word as first written must have been *Coxmeyo*, and this we take to be a form of *Cozumello*, which is the name of the large island of *Cozumel* not far east of *Conil* of to-day. Its spelling on non-Spanish maps in the 16th century was *Cotzamello*, *Cotzamillo*. The word is probably derived from *cotz*-fowl, *a*-water, and *molay*-reunion, assemblage; hence "gathering of water fowls."* It is well known that this island formed the portal of the discovery and conquest of Yucatan as of Mexico. The Spanish captains Hernandez de Cordova, Grijalva, Cortes and Montejo, all of them made their landing there before setting their foot on the continent. Its pyramid with the white temple upon it was seen "glistening like a silver pharos far out to sea," and could not possibly have escaped the prying eyes of the captain of King Joam's fleet. The inscription on our map is placed behind cape *do fim de Abrill*. Not so the Ptolemy

* ('Waterfowls.') Whenever we have an opportunity to remind the student of J. Lloyd Stephens, of his work accomplished in Yucatan, and of the incomparable correctness and beauty of diction in which he clothed the report of it, we do so with the sincerest sentiment of admiration and gratitude. Read his visit to the island of Cozumel, that "resting place of immense flocks of birds" in *Incidents of Travel in Yucatan*, Vol. II, page 410.

of 1513 and Schoener, which represent it in the form of a large island connected with the cape, and with its name written right on its face.

The other name which is not translatable and which for reasons given we must suppose to be a word of native origin is that of *Canfuze*. Ruysch left the word out, and both the Ptolemy of 1513 and Schoener show it with the spelling of *Caninor*. As our map must always be considered to have the names more correctly spelled, we pass by the later form and try what can be made out of *Canfuze*. Here we observe that the letter which at first sight seems to be an *f* cannot upon closer inspection be so read. If compared with all the other *f*'s that occur on the map it is found to lack the characteristic flag-dash. If then we join the first stroke of the next letter *u* to the imperfect *f* we get the letter *p*, and with this emendation we come to a word carrying the sound of *canpize*, *kan-pech* in the native language, or Campeche as the large part of Western-Yucatan was afterwards called by the Spaniards. History tells us of the bloody encounters which on each attempt to land at Campeche Cordova as well as Grijalva and Cortes* had with the warlike cacique *kin-pech* (yellow-tick); and that the Portuguese met with similar opposition at this place appears to be clearly suggested by the name that follows the word *canpize*, which is *cabo d. li cōtu*, a somewhat abridged corruption of *cabo del incontro*, later on put down on the charts in the Spanish version as *Cabo de pelea*,

* Itinerario de Grijalva, in Coleccion de documentos p. l. historia de Mexico, by J. Garcia de Icazbalceta, Mexico, 1858, Tom. I, pages 291 and 292.—Bernal Diaz del Castillo, Hist. verd. d. l. conq. d. l. Nueva España, Madrid, 1632, Cap. 3 and 4 and Cap. 30 and 31.

which means the same thing. The identity of both place and name will be still more emphasized when we remember the fact that no river or creek empties into the sea on the whole way from Conil down to Campeche, and that the latter is the first spot at which fresh water is again to be had. It was just the necessity of having the empty casks filled with fresh water that gave importance to this spot and made it remarkable to the first navigators and discoverers.

But, it may be asked at this point, how does it come to pass that if the peninsula of Yucatan is meant to be represented by this long-stretched southern coast, the port of Campeche appears in latitude about 50° north of the equator, whereas its true position is in 20° N. Lat. and on the west coast of a three-sided peninsula? Our answer is that we do not believe King Joam's officers would have been bold enough to present him with the image of a disfigured survey, nor that the first copyist found the distorted outline on the Royal Marine Chart, nor finally that there is any truth in the suggestion oftentimes made that this coast is the representation of the eastern shores of North America; for if this were the case, the *cabo do fm de Abrill* would point its finger toward the island of Habacoa and would not stand directly west of the Cuban cape of San Antonio. No; we are of the firm belief that whenever tampering or deliberate misrepresentation is to be presumed, it must be laid at the door of the man who copied the chart and the responsibility for it must not be charged upon those experts who first surveyed this coast west of the island of Cuba.

When we consider the possible motive for this ex-

traordinary disfigurement, the choice lies between two explanations: either the draughtsman was expressly ordered to deliver the copy of the chart just in this prescribed form, or he drew it on his own authority for personal convenience.

There are reasons at hand which speak in favor of the first assumption. The expedition had been made at great expense and risk. The facts with regard to it were a part of the national record and the knowledge of it could not well be blotted out of existence. Similar considerations must have worked for the preservation of the chart. To destroy it would have been a vandalism and yet to keep this most precious document so well concealed that it should never come to light was very rightly deemed to be merely impossible. One resource there was: the chart might be so drawn as to mislead the intending copyist and the configuration of the coasts could be distorted to such a degree as to remain unintelligible except to those who possessed the key.

The second assumption that the copyist acted on his own authority seems to be the more acceptable one and to be based upon grounds of a less artificial character. It is more natural that reasons of economy prevailed with him. If he had drawn the body of the peninsula in the proportions given to him and at a distance of about 20 or 25 leagues from the Cape of San Antonio, he would have needed a sheet of paper or vellum much larger than any he had at his disposal. We should be glad to learn of any other imaginable reason for the disfigurement. But whatever the reason may have been, the fact is beyond dispute that the contours of the

peninsula in the original map were straightened out. We are able to follow the performance, step by step, and in this way to reconstruct, with a fair measure of accuracy, the body of the peninsula as it was originally drawn on the Royal Marine Map.

For this purpose let us take a piece of tracing paper and begin tracing the outlines from the *rio de las parmas* round *cabo do fim de Abrill* till we arrive at the *cabo Santo*. Here we stop and set the portion of the coast that follows at a right angle to the cape and trace it so. By this operation three sides of the coast are obtained. The next operation will be to give the diagram, at a measured distance from the cape of San Antonio, a quarter turn so that Cantino's south coast becomes the east coast of the peninsula. If now we look for *canpize* or Campeche, we shall find it at the place where it ought to stand on every chart of Yucatan and where consequently it must have been placed by the first surveyors, not in 50° but in 20° N. Lat. and on the west side of the peninsula.

There is an additional point that bears testimony to the correctness of our theory. All the names inscribed on the straightened coast exhibit themselves in a position contrary to what we should expect. They all stand upside down. This obvious anomaly has now found correction, because by bending the line into a peninsular body and by bringing this body into its natural position with regard to Cuba, the inscriptions also have been restored to their natural position. We find the names on the west coast, from *canpize* to *cabo Santo*, standing horizontally and upright, and those on the north coast, from *cabo Santo* to *cabo do fim de Abrill*, standing verti-

cally and upright, just as an expert draughtsman would have put them.

FINAL REMARKS.

The sudden rise of Portugal at the beginning of the XVth century to the foremost position as a maritime and commercial power in Europe was due to the extreme care taken by her rulers to cover with a veil of the deepest secrecy the objective points of their enterprises beyond sea, the improvements of their methods in navigation, and the results of their expeditions.

The Oceanic fleet which had been formed during the last five decades of the XVth century, might have been built and equipped and have found safe anchorage in many a port of the continental kingdom. But under such conditions every step in the preparations for a voyage would have been open to the inspection of a host of foreign speculators, merchants, agents and spies; and the Portuguese monarchs wisely established the royal navy yard in the distant Madeira. When it is considered that the communications afterwards maintained between this island and the naval station in the Bahamas not only involved a breach of treaty but were stained also with the reproach of piratical depredations committed on the Caribbean coast, it is not surprising that the sources of information concerning it and illustrative of our special subject should be very scanty at this day after the lapse of nearly four hundred years.

Should the official report of the admiral in command of the surveying fleet ever come to light—a thing hardly to be expected—the account of the discovery of the

peninsula and the incidents connected therewith, would not differ much in substance from that given twenty or thirty years later by Cordova, Grijalva and Cortes. On the other hand even the driest historical narrative of this Portuguese expedition must glow with life and color, when touched by the imagination. We have only to bring before our mind's eye the array of all the startling occurrences that must have happened to a little fleet engaged in the task of operating stealthily under the very eyes of the enemy—the constant peril of detection, the exultation of escape, the continued strain of vigilance, the Punic rigor of discipline that weighed upon the mind and body of every man and the stern duty of absolute silence that sealed the lips of each actor in this drama of national vengeance and political perfidy.

It seems to be the result of an almost incredible neglect that in the course of the twenty-four years since the discovery of the Antilles no Spanish vessels except those under Cordova's command (1516) attempted to steer to the west of Cuba so as to strike the continent at or near Cabo Catoche. A few days sailing still farther to the west would have brought the seamen to a land of wealth and civilization. This lack of enterprise the Spanish nation had to pay for with the loss of a whole generation, and the burial of the bodies of her best sons along the inhospitable shores of the Caribbean Sea. For once settled in St. Domingo, they followed the drift of exploration backward to the east, meeting on that long-drawn curve with nothing but the wilderness of stagnant mangrove swamps and the spears and poisoned arrows of the Guajiquiro Caribs and the Darien savages.

We cannot take leave of our subject without making

mention of a curious circumstance connected with the Cantino chart. When we look at the left marginal line, where to the west of the *Cabo do fim de Abrill* a large cluster of islands is represented, we find that the line passes through the midst of an island and through a half-drawn indentation of the coast. That at this place something is missing in our copy which was represented on the original chart, becomes evident when we examine the three maps published in 1508, 1514 and 1520. Ruysch, as will be observed, brings out at this place a full curve and the line of the tropic of Cancer is drawn through two islands, which are inscribed *C. S. Marci*, while north at the beginning of the curve we find the name *Lago de Loro*. The same curve and islands appear still more distinctly drawn in the Ptolemy of 1514, the curve showing an additional gulf and the inscription as in Ruysch but with the spelling *lacco dell odro*. Schoener also shows the curve and the islands but drops the names, and adds to a southerly prolongation of the curve the inscription *Paria*.

Now, since we have not the slightest doubt that these three maps, as well as the Cantino, are copies taken either at first or second-hand from the original Portuguese marine chart, we must feel a measure of indignant grief at the irreparable damage done by the idle hand that trimmed away the worn edge of the map, and so kept us from learning with precision what other inscriptions the original chart exhibited at this place. For, in one word, the piece cut off must have contained on a large scale, the representation of the coast of Northern Honduras. The *lacco dell odro* *represents the modern

* In translation : the bag-gulf, in Spanish *el odre*, the wine-bag, made of goat-

Golfo Dulce, and the *Cabo St. Marci*, indicated on the the three maps by islands lying in a delta, is the tract of coast which greets us in the same peculiar shape and in the same place on all the maps of the ensuing centuries, inscribed with the name *Cabo de tres puntas* (to day cape *Manabique*) and followed by the headland of the *plains of Sula*, the alluvial product of various small and the two large rivers, the *Ulua* and the *Chamelcon*, the *triquestre* of the Vaz Dourado atlas. As far as this point the Portuguese appear to have extended their survey.

One of the results of our examination of the Cantino chart has been to learn that Portuguese skill and marine enterprise succeeded in discovering the shores of the new continent before Christopher Columbus. But it is not our purpose to view this interesting fact in this light alone or to emphasize it to the gratification of those who try to remove the Admiral from the lofty pedestal on which admiring and grateful posterity has placed and will sustain him.

Columbus was and will continue to be the man of the first and the great deed; for, as Goethe says, "a man was needed, who had the power to seize with firm and intellectual grasp all that was fable and fact, tradition and error, and to stamp these like coin into palpable reality." The Portuguese discoveries in the Castilian waters were of inglorious origin, their management and conduct and consequences had to shun the open daylight and the final result, though not without signific-

skin, in which since the appearance of the god Bacchus on the Mediterranean shores, the vintagers down to the present time have kept their wine. The name springs from the mariner's coarse imagery and perfectly reflects the contours of this gulf with its strangulated outlet into the bay of *Amatique*.

ance, was a fruitless one. We are to remember that this chart gives the first delineation, offered to European eyes, of any part of the gigantic continent. Rediscovered Yucatan afterwards received from the Spaniards the nomenclature left by the Portuguese, and we cannot doubt that when copies began to be multiplied, some one of these early charts of the peninsula served to guide Cordova, Grijalva and finally Hernan Cortes to the golden gates of Montezuma's empire.

On our modern maps the western end of the northern coast shows no salient cape. It curves smoothly to the south, where at a certain distance the sea has again made an inroad, broad and deep, the entrance point of which to-day is called *la punta desconocida*, while the estuary itself is known by the name, *el Real de las Salinas*. It was the logic of these successive features, taken in connection with the arrow-head drawn on the Cantino chart by the copyist, that suggested the bending of the coast line at this place in order to obtain the genuine shape of the peninsula. By doing this we restore the *rio de los lagartos* to its natural direction which is from the south to the north, and are thus enabled to identify this supposed river with the estuary *de las Salinas* and the *Cabo Santo* with *punta desconocida*. To the south of *punta desconocida* the modern maps give to this tract of the west coast the name *bocas de Chizahcab* (*transl.* strong-water-push). These *bocas* or breaks undoubtedly answer to those which at the same place on the Cantino chart are called *las Cabras*, or better *las abras*, *i.e.* openings, and that we are correct in our demonstration is shown by the circumstance that opposite these *abras* the chart has the mark for a reef, which in location, distance,

and loneliness exactly corresponds to the *la Piedra Island* of the modern maps.*

These small *bocas* are followed by two larger ones, the names of which are given in the modern maps as *boca de Xaina* and *Lumpolol*. Both these interesting features were observed by the ancient pilots. The first one is left without a name, the other bears that of *Lago luncor*.

Down to this point the eye of the navigator is fatigued by the melancholy aspect of a barren coast, but as Campeche is neared there begins to appear in the distance like a blue cloud rising from the ground a range of soft rolling hills, at the foot of one of which nestles the city of Campeche. This sudden change of landscape has found expression in the name *costa alta*, left to this region. After a few hours' further sailing the hills come closer and closer to the water, no intervening strip of level land is left; the dark form of a hill about 420 feet in height rises on the very brink of the waves, like a lofty citadel, commanding the beach as well as the approach from the sea. This conspicuous promontory, *punta Seiba* or *punta de los morros* of to-day, must have been in some way of good augury to our Portuguese, for they gave it the name of *Cabo de boa ventura*. The river farther to the south is the *Champoton*. At its mouth it is dull and almost stagnant, for it has no perceptible current, but its area of drainage extends as far as to the very centre of the peninsula. At the time of the Conquest it furnished in this land of drought the means of life to a dense population.† The Span-

* A visit has been lately made to this little island by *Mr. Désiré Charnay*, the industrious explorer of Yucatan. See for description and illustrations: *Le Tour du Monde, Paris, 1887, Vol. 53, Page 320.*

† Scenery and incidents at Champoton are described in a lively manner by *Ber-*

iards vainly endeavored to take possession of this artery of life and settle down in Champoton. They had to yield to the unceasing onslaughts of the formidable Canpice, *Kin-Peck* (yellow-tick) and his tribe, and to change the much-desired site of a well-watered harbor at Champoton for that of Campeche, further north. It seems as though these first Portuguese explorers had met further on with similar resistance. When they reached *punta Jovinal*, a little to the south, they named the spot *cabo del in contro*, to record an encounter with the people of *Kin-pech*.

The inscription *Costa del mar vaçano* (oceano) being the last met with on the map, we are to suppose that the explorers did not further pursue their course, and here turned back.

Not one of the physical features that characterize the three coasts of the peninsula of Yucatan escaped the attention of the Portuguese pilots.

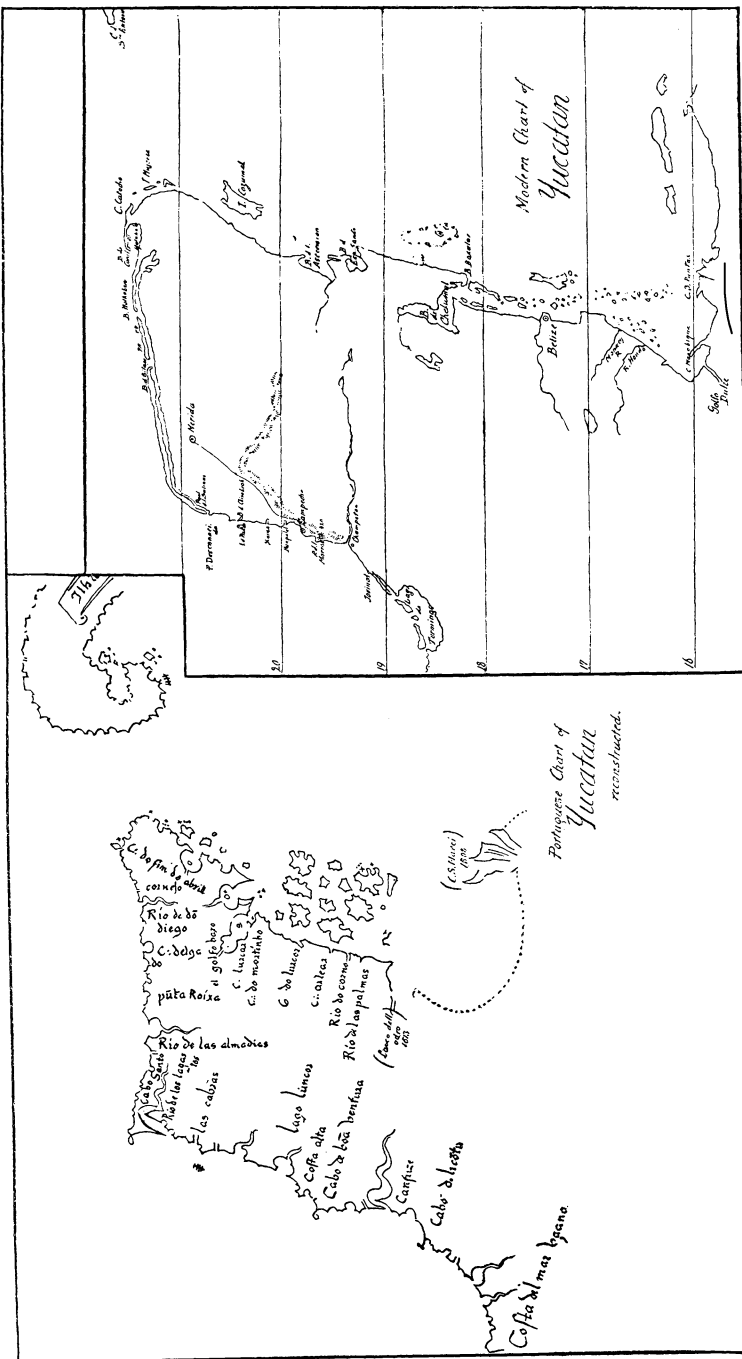
VII.

IDENTIFICATIONS.

A definite solution of our problem is arrived at when we see before us the evidence that the reconstructed chart not only bears all the characteristics proper to the physical features of Yucatan with its three coasts, but presents them all in their natural order of succession.

To facilitate the comparison, the map shows, side by

nal Diaz, the companion of Grijalva and Cortes, in his *Hist. verd. d. l. Conq. d. l. N. Esp.* Chapters 3, 4, 5. On the same read also *Eligio Ancona*, *Hist. de Yucatan*, Merida, 1878, Vol. I., from page 209-324.



side, the Portuguese chart and the modern chart of Yucatan.

Some allowances must be made. The ancient map will be found defective in a certain degree, with regard to measurement and relative proportions. It will be found that some peculiarities of the coast which excited the sailor's interest are rendered in disproportionate dimensions, while others not so significant are treated, as happens in all first surveys, with less attention.

Let us look, first, at the islands that skirt the eastern coast.

Beginning at the south we meet on the Cantino chart a large number of islands grouped near the coast. These were undoubtedly intended to represent all those islands which on the modern map are seen stretching from the island of *Tabaco* (Glover reef) upward to *Bacalar*, and parallel to the coast now known by the name of *Balize*. Farther up, beneath the *cabo do fim de Abrill*, is a large island painted in violet color and standing drawn at a proportionate distance from the coast. This can be no other than the famous *Cozumel*. The marks for reefs and shoals near by the cape correspond with those little islands, to-day comprised under the collective name of *islas de las mujeres*.

As to the *bays* of the same coast the modern map shows three, all of considerable dimensions, but differing in form. The lowest one, that of *Chetumal*, which is a kind of twin bay, and cuts deep into the coast, corresponds with the one marked on the ancient chart as *golfo baxo*, the deep gulf, its twin-nature having been noticed by the sharp-sighted explorers. The two following bays, *Espiritu Santo* and *Ascension*, are also seen on the

Cantino chart, but are left without names. Of the capes on the *golfo baxo*, the one at the entrance bears on our map the name *Mortinho*, the inner one that of *lurcar*. In the first we are justified in recognizing the present cape of *Balize*, in the other the *punta de la piedra*.

The rivers *de las palmas* and *do corno*, in the south, are drawn at places where to-day we find the mouths of the *Rio hondo* and the *Monkey-river*.

Upon approaching the *cabo do fim de Abrill*, of which we entertain no doubt that it was intended to represent the actual *cabo de Catoche*, the coast of the peninsula begins to trend toward the west. In order to make this important circumstance more conspicuous, the draughtsman seems to have taken care to provide this turning point with the sign of an arrow-head, a suggestion to be turned to profit in case of re-occurrence.

Let us now proceed to the examination of the north coast of Yucatan.

Its physical aspect is monotonous to the last degree. It shows a long stretch of beach, unbroken by any bay or mountain slope. For the whole distance, from east to west, the front is bordered by the line of an unattractive wall of sand, open only at three places. In the east is the break that forms the bay of *Yalahau*, and not far west from this and connecting with it that of *Holkobén*. The third break is that known by the now obstructed *boca of Jilam* (J=ds). The sea rolls in and out of these *bocas*, and fills or empties the estuaries lying behind the wall. Notwithstanding the continuous motion of the tides these estuaries are of smooth water, and as they run parallel to the beach they afford safe anchorage and a welcome means of inner navigation to the small craft of

the native boatmen. Seen from on board a vessel, out at sea, these breaks present the aspect of mouths of rivers, and this impression must have led the Portuguese navigators to give to the two neighboring breaks that form the bay of Yalahaú the collective name of *Rio de dô Diego*, while the break at *Jilam* received the name *Rio de las almadias*.

Between these two breaks or rivers on the north coast, our ancient chart names only two capes, *cabo delgado* and *punta roixa*. In reality, they have nothing of a conspicuous promontory. They are rather big natural jetties of sand protruding from the beach into the ocean, but not without significance to coasting ships, because they are the only landmarks along the straight and barren coast and are to be avoided on account of their shoals and the eddies originated by the deflected current. On the marine chart we find for them the names *punta Holchan* and *punta Yalkubul* (marked on the map *P.H.* and *P.Y.*)